Page 1
Changed chart(s) since Disc 26-2012
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

No revision activity since Disc 26-2012

TERMINAL CHART NOTAMs

No Chart NOTAMs for Airport UNEE

General Info
Kemerovo, RUS
N 55° 16.2' E 86° 06.5' Mag Var: 8.4°E
Elevation: 873'

Public, IFR, Control Tower, Customs, Landing Fee
Fuel: Jet A-1
Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+7:00 no DST

Runway Info
Runway 05-23 10499' x 197' concrete

Runway 05 (46.0°M) TDZE 832'
  Lights: Edge, ALS
Runway 23 (226.0°M) TDZE 844'
  Lights: Edge, ALS

Communications Info
Kemerovo Start Tower **124.0**
Kemerovo Start Tower **118.3**
Kemerovo Approach Control **128.5**
Kemerovo Approach Control **125.5**
Unknown **128.7** Non-English

Notebook Info

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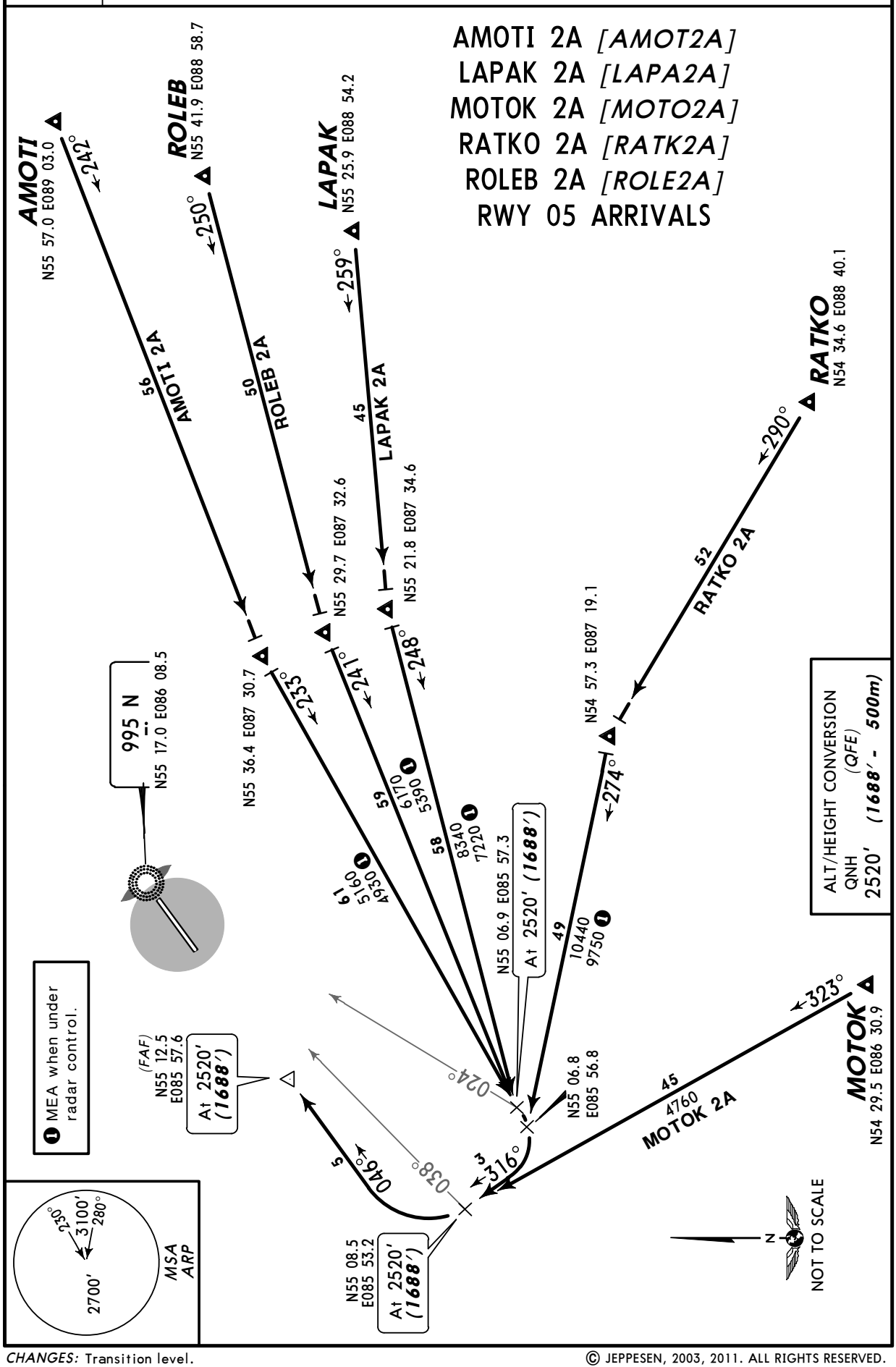
UNEE/KEJ
KEMEROVO

JEPPESEN
2 DEC 11 (10-2)

KEMEROVO, RUSSIA
STAR

Apt Elev 873′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL30 FL40 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL50 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1688′)***



CHANGES: Transition level.

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UNEE/KEJ KEMEROVO

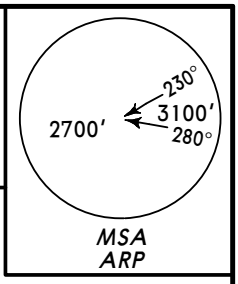
JEPPESEN

2 DEC 11 (10-2A)

KEMEROVO, RUSSIA

STAR

Apt Elev 873′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL30 FL40 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL50 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1688′)***



ASBET 2A *[ASBE2A]*
GINEL 2A *[GINE2A]*
GISAD 2A *[GISA2A]*
NALED 2A *[NALE2A]*
NATIR 2A *[NATI2A]*
TUMKO 2A *[TUMK2A]*
RWY 05 ARRIVALS

❶ MEA when under radar control.

GISAD N57 46.6 E086 33.8
177°
102
GISAD 2A
N56 05.1 E086 15.3
189°

NALED N55 57.2 E085 33.9
163°
45
4270
NALED 2A
54
4530
4300 ❶

995 N
N55 17.0 E086 08.5

N55 13.3
E085 47.6

N55 11.3 E085 49.2
At 2520′ ***(1688′)***

NATIR N55 11.8 E084 41.8
084°
39
NATIR 2A
4270

N55 12.6 E085 47.6
136°
2
054°
046°
5
043°
4
4

(FAF)
N55 12.5 E085 57.6
At 2520′
(1688′)

082°
39
4270
GINEL 2A

GINEL N55 10.2 E084 41.7

N55 09.5
E085 52.6

N55 09.9
E085 51.5

39
4700
036°
N54 41.5 E085 03.7

42
4990
ASBET 2A
352°

ASBET N54 27.4 E085 52.0

037°
53
TUMKO 2A

NEPKA N54 04.0 E083 59.0

N
NOT TO SCALE

ALT/HEIGHT CONVERSION
QNH (QFE)
2520′ ***(1688′ - 500m)***

CHANGES: Transition level.

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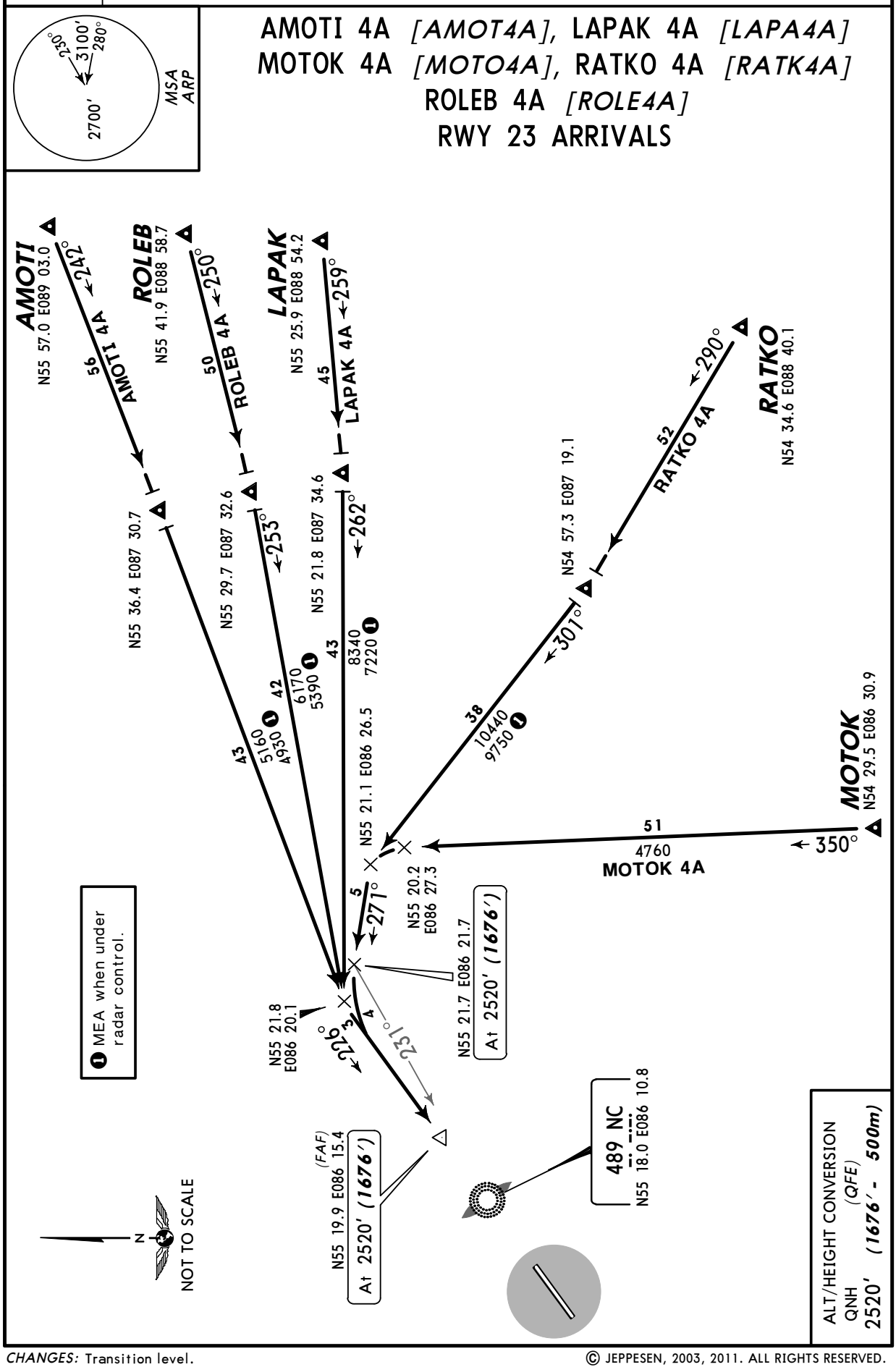
UNEE/KEJ
KEMEROVO

JEPPESEN
2 DEC 11 (10-2B)

KEMEROVO, RUSSIA
STAR

Apt Elev 873′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL30 FL40 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL50 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1676′)***

AMOTI 4A *[AMOT4A]*, LAPAK 4A *[LAPA4A]*
MOTOK 4A *[MOTO4A]*, RATKO 4A *[RATK4A]*
ROLEB 4A *[ROLE4A]*
RWY 23 ARRIVALS



CHANGES: Transition level.

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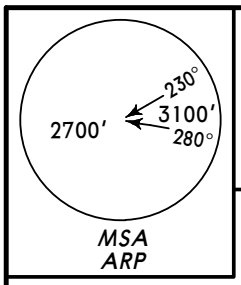
UNEE/KEJ
KEMEROVO

JEPPESEN
2 DEC 11 (10-2C)

KEMEROVO, RUSSIA
STAR



Apt Elev
873′

Alt Set: MM (hPa on request) QNH on request **(QFE)**
Trans level: FL30
FL40 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa)
FL50 if pressure is 732mm (975.9 hPa) or less
Trans alt: 2520′ ***(1676′)***

ASBET 4A *[ASBE4A]*
GINEL 4A *[GINE4A]*
GISAD 4A *[GISA4A]*
NALED 4A *[NALE4A]*
NATIR 4A *[NATI4A]*
TUMKO 4A *[TUMK4A]*
RWY 23 ARRIVALS

❶ MEA when under radar control.

GISAD N57 46.6 E086 33.8
177° 102 GISAD 4A
N56 05.1 E086 15.3
167°
NALED N55 57.2 E085 33.9
133°
42 4270 NALED 4A
40 4530 4300 ❶
N55 25.3 E086 20.5
N55 24.6 E086 20.9
3 181°
N55 22.8 E086 20.4
N55 21.7 E086 21.7
At 2520′ ***(1676′)***
(FAF) N55 19.9 E086 15.4
At 2520′ ***(1676′)***
221° 226° 231° 271° 4 4
N55 19.8 E086 27.2
254°
489 NC
N55 18.0 E086 10.8
10
NATIR N55 11.8 E084 41.8
NATIR 4A 50 4270
075°
071°
8
073°
50 4270 GINEL 4A
GINEL N55 10.2 E084 41.7
316° 046°
N55 14.6 E086 15.1
N55 19.2 E086 26.5
995 N
N55 17.0 E086 08.5
At 2520′ ***(1676′)***
53 4700
56 4990 ASBET 4A
N
NOT TO SCALE
043°
N54 41.5 E085 03.7
037° 53 TUMKO 4A
014°
ASBET N54 27.4 E085 52.0
NEPKA N54 04.0 E083 59.0

ALT/HEIGHT CONVERSION
QNH (QFE)
2520′ ***(1676′ - 500m)***

CHANGES: Transition level.

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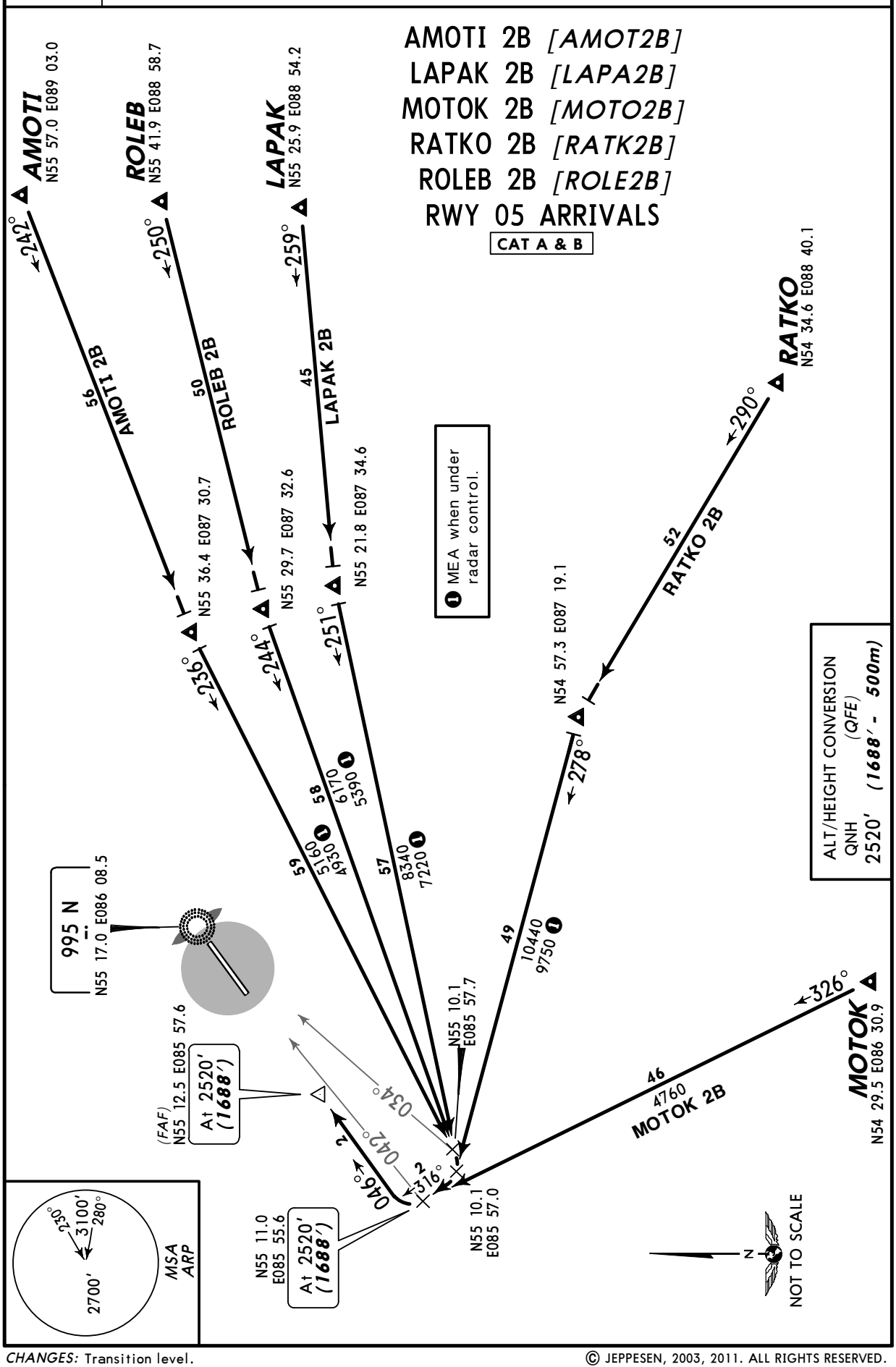
UNEE/KEJ
KEMEROVO

JEPPESEN
2 DEC 11 (10-2D)

KEMEROVO, RUSSIA
STAR

Apt Elev 873′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL30 FL40 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL50 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1688′)***

AMOTI 2B *[AMOT2B]*
LAPAK 2B *[LAPA2B]*
MOTOK 2B *[MOTO2B]*
RATKO 2B *[RATK2B]*
ROLEB 2B *[ROLE2B]*
RWY 05 ARRIVALS
CAT A & B



CHANGES: Transition level.

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UNEE/KEJ KEMEROVO

JEPPESEN

2 DEC 11 (10-2E)

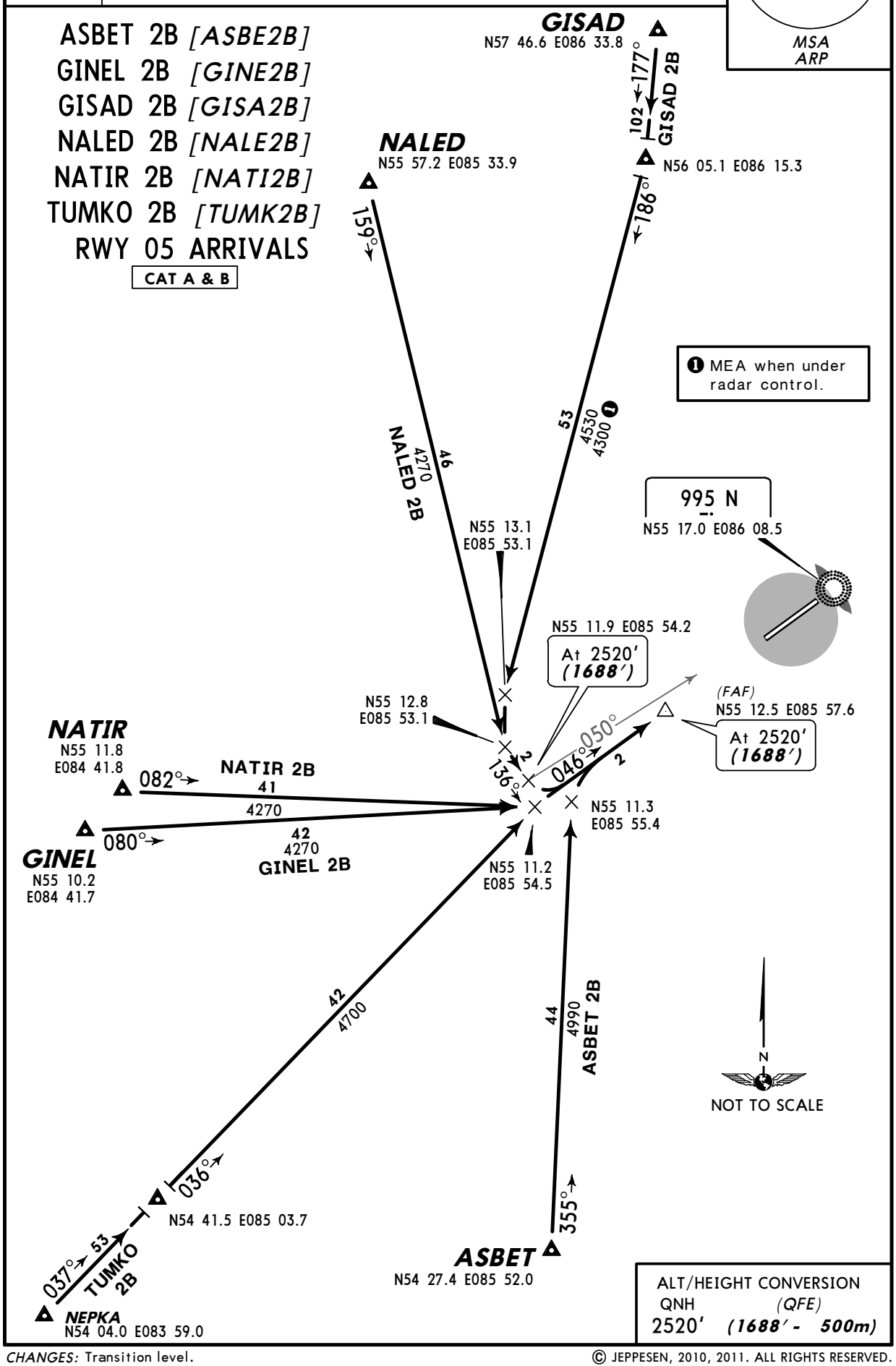
KEMEROVO, RUSSIA

STAR

Apt Elev 873′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL30 FL40 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL50 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1688′)***

MSA ARP: 2700′ — 230° 3100′ 280°

ASBET 2B *[ASBE2B]*
GINEL 2B *[GINE2B]*
GISAD 2B *[GISA2B]*
NALED 2B *[NALE2B]*
NATIR 2B *[NATI2B]*
TUMKO 2B *[TUMK2B]*
RWY 05 ARRIVALS
CAT A & B



ALT/HEIGHT CONVERSION

QNH	(QFE)
2520′	***(1688′ - 500m)***

CHANGES: Transition level.

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UNEE/KEJ KEMEROVO

JEPPESEN

2 DEC 11 (10-2F)

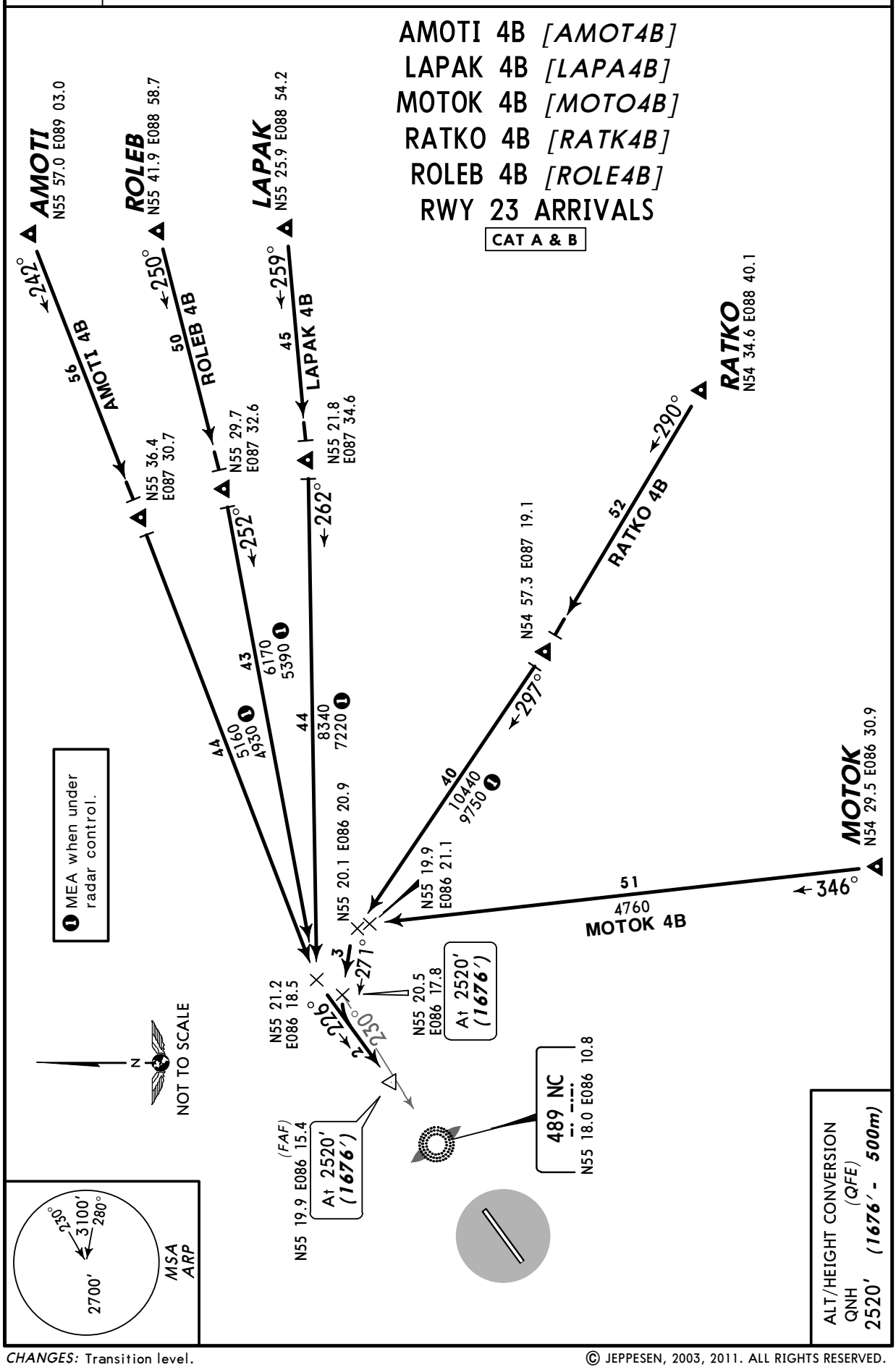
KEMEROVO, RUSSIA

STAR

Apt Elev 873′	Alt Set: MM (hPa on request) QNH on request **(QFE)** Trans level: FL30 FL40 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL50 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1676′)***

AMOTI 4B *[AMOT4B]*
LAPAK 4B *[LAPA4B]*
MOTOK 4B *[MOTO4B]*
RATKO 4B *[RATK4B]*
ROLEB 4B *[ROLE4B]*
RWY 23 ARRIVALS

CAT A & B



CHANGES: Transition level.

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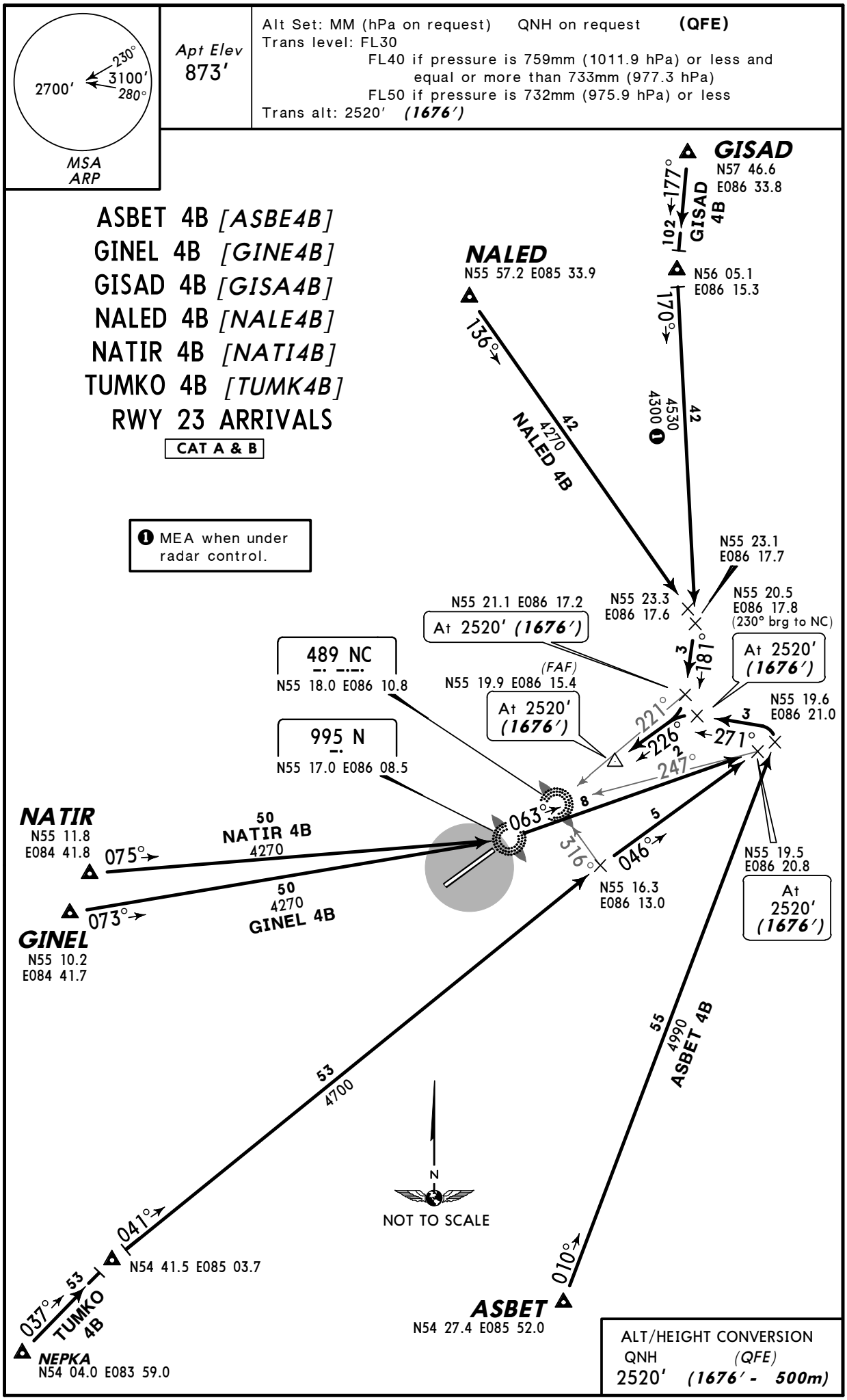
UNEE/KEJ
KEMEROVO

JEPPESEN
2 DEC 11 (10-2G)

KEMEROVO, RUSSIA
STAR



CHANGES: Transition level.

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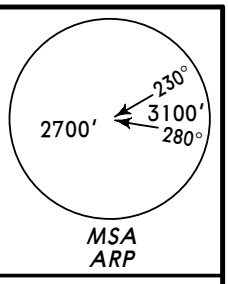
UNEE/KEJ
KEMEROVO

JEPPESEN

2 DEC 11 (10-3)

KEMEROVO, RUSSIA
SID

Apt Elev 873′	QNH on request **(QFE)** Trans level: FL30 FL40 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL50 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1647′)***



GISAD 1 / NALED 1 / RWY 05 — GISAD 3 / NALED 3 / RWY 23
DEPARTURES

GISAD
N57 46.6
E086 33.8

102
358°

N56 05.1 E086 15.3

NALED
N55 57.2 E085 33.9

N
NOT TO SCALE

❶ MEA when under radar control.

NALED 3 — 4270 — 40
NALED 1 — 4270 — 45
GISAD 3 — 4530 ❶ 4300 — 49
GISAD 1 — 4530 ❶ 4300 — 48

ALT/HEIGHT CONVERSION

QNH	(QFE)
2190′	***(1317′ - 400m)***
2520′	***(1647′ - 500m)***

338°
060°
322°
354°

N55 18.4 E085 52.1
At FL40

10
312°
226°
046°

489 NC
N55 18.0 E086 10.8
At 2190′ ***(1317′)***

At 2190′ ***(1317′)***

CHANGES: Transition level; crossing.

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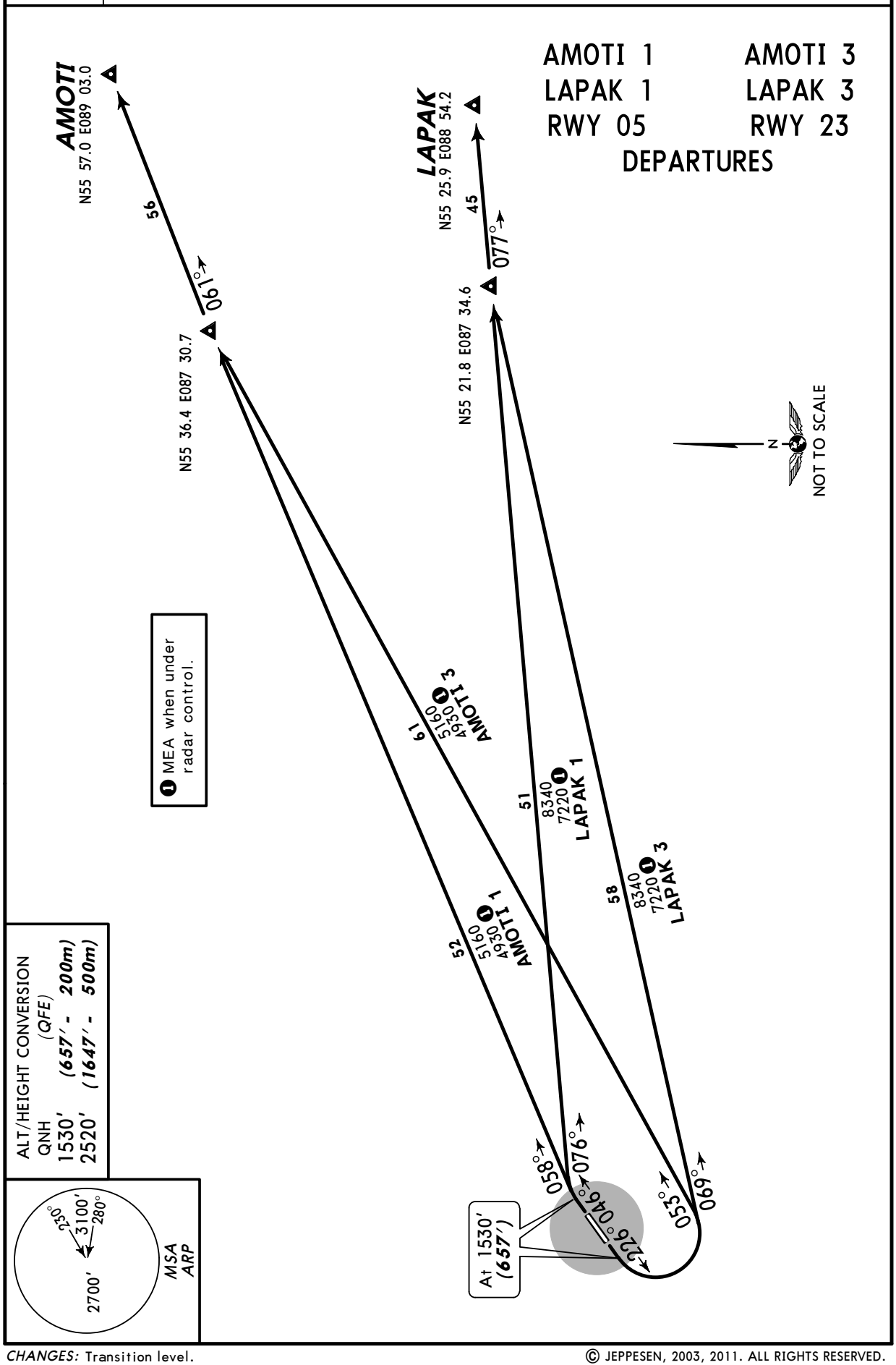
UNEE/KEJ
KEMEROVO

JEPPESEN
2 DEC 11 (10-3A)

KEMEROVO, RUSSIA
SID

Apt Elev 873′	QNH on request **(QFE)** Trans level: FL30 FL40 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL50 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1647′)***



CHANGES: Transition level.

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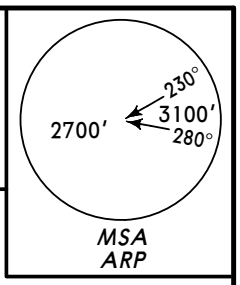
UNEE/KEJ
KEMEROVO

JEPPESEN
2 DEC 11 (10-3B)

KEMEROVO, RUSSIA
SID

Apt Elev 873′	QNH on request **(QFE)** Trans level: FL30 FL40 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL50 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1647′)***



ASBET 1 ASBET 3
MOTOK 1 MOTOK 3
RATKO 1 RATKO 3
RWY 05 RWY 23
DEPARTURES

At 1530′
(657′)

109°
046°
226°
187°
160°
180°
100°
151°

❶ MEA when under radar control.

46
10440
9750 ❶
RATKO 1
51
10440
9750 ❶
RATKO 3

N54 57.3
E087 19.1

108°
52

RATKO
N54 34.6 E088 40.1

50
4990
ASBET 3

53
4760
MOTOK 1

50
4760
MOTOK 3

56
4990
ASBET 1

N
NOT TO SCALE

MOTOK
N54 29.5 E086 30.9

ASBET
N54 27.4 E085 52.0

ALT/HEIGHT CONVERSION

QNH	*(QFE)*
1530′	***(657′ - 200m)***
2520′	***(1647′ - 500m)***

CHANGES: Transition level.

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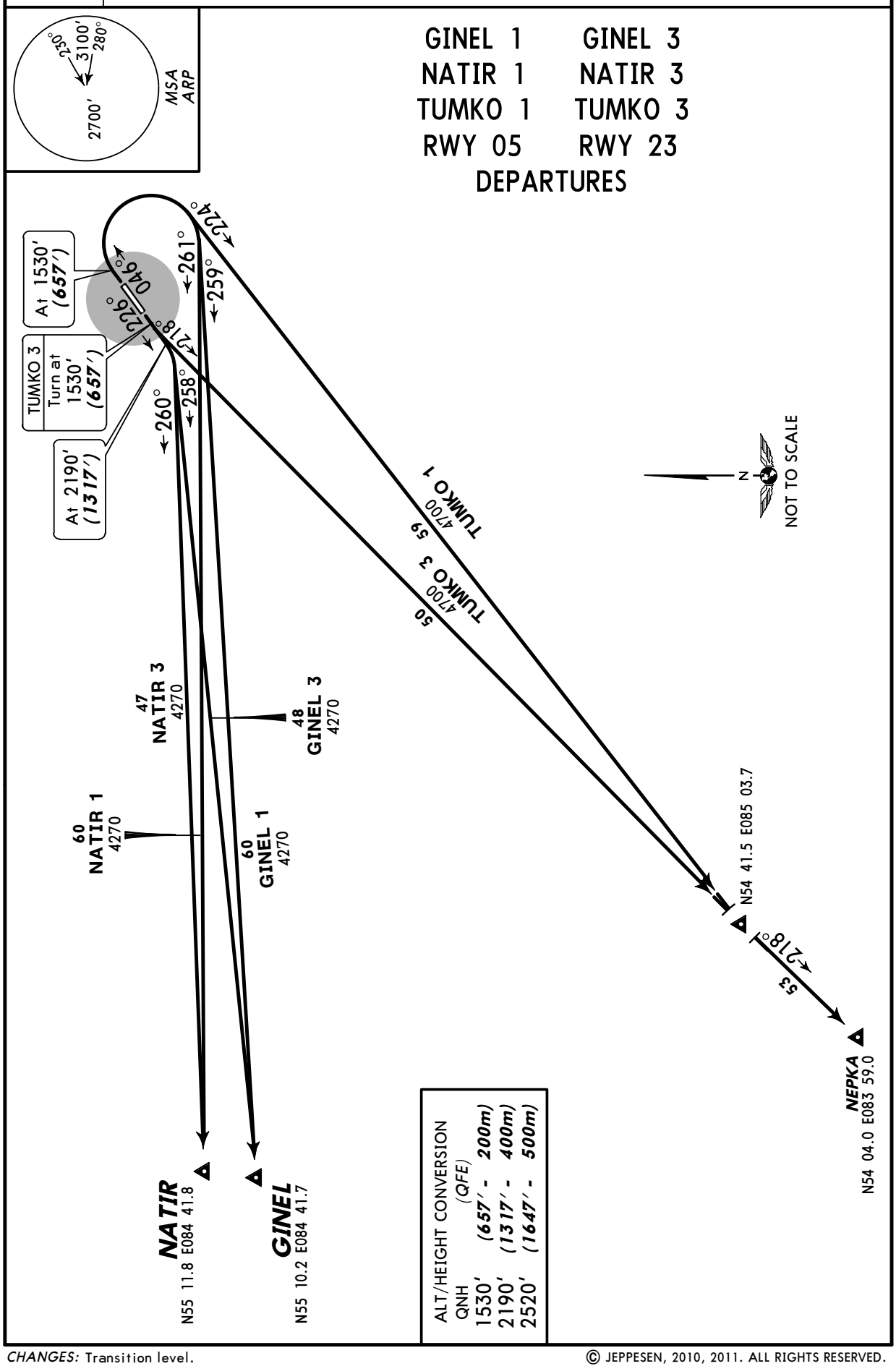
UNEE/KEJ
KEMEROVO

JEPPESEN
2 DEC 11 (10-3C)

KEMEROVO, RUSSIA
SID

Apt Elev 873′	QNH on request **(QFE)** Trans level: FL30 FL40 if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa) FL50 if pressure is 732mm (975.9 hPa) or less Trans alt: 2520′ ***(1647′)***



CHANGES: Transition level.

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NOISE ABATEMENT

GENERAL

Noise abatement procedures shall be carried out by crews of all ACFT. It shall not be executed at the expense of reduction of flight safety and in case of engine failure during take-off.

ARRIVALS

In case of complicated meteorological conditions the pilot-in-command may deviate from noise abatement procedures during approach phase if he considers it necessary for safety reasons.
Preferential RWY is RWY 05, especially at night.
During approaches to both RWYs, joining circle manoeuvres shall be carried out strictly according to the pattern.

DEPARTURES

Take-off of IL-76 and IL-76T is limited at night.
Nominal regime of noiseless take-off procedure according to the Airplane Flight Manual shall be established at 2190′ (1317′) for IL-86 and IL-96 ACFT and at 2520′ (1647′) for other ACFT.
Initial turn shall be carried out at an altitude not less than 2190′ (1317′) on take-off heading 226° and departing to GINEL, GISAD, NALED and NATIR. On take-off heading 046° departing to GISAR and NALED.

RUN-UP TESTS

Engines run-up is allowed on TWY 1 or the RWY by coordination with KEMEROVO Start and shall be carried during daylight only.

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UNEE/KEJ

Apt Elev **873′**
N55 16.2 E086 06.5

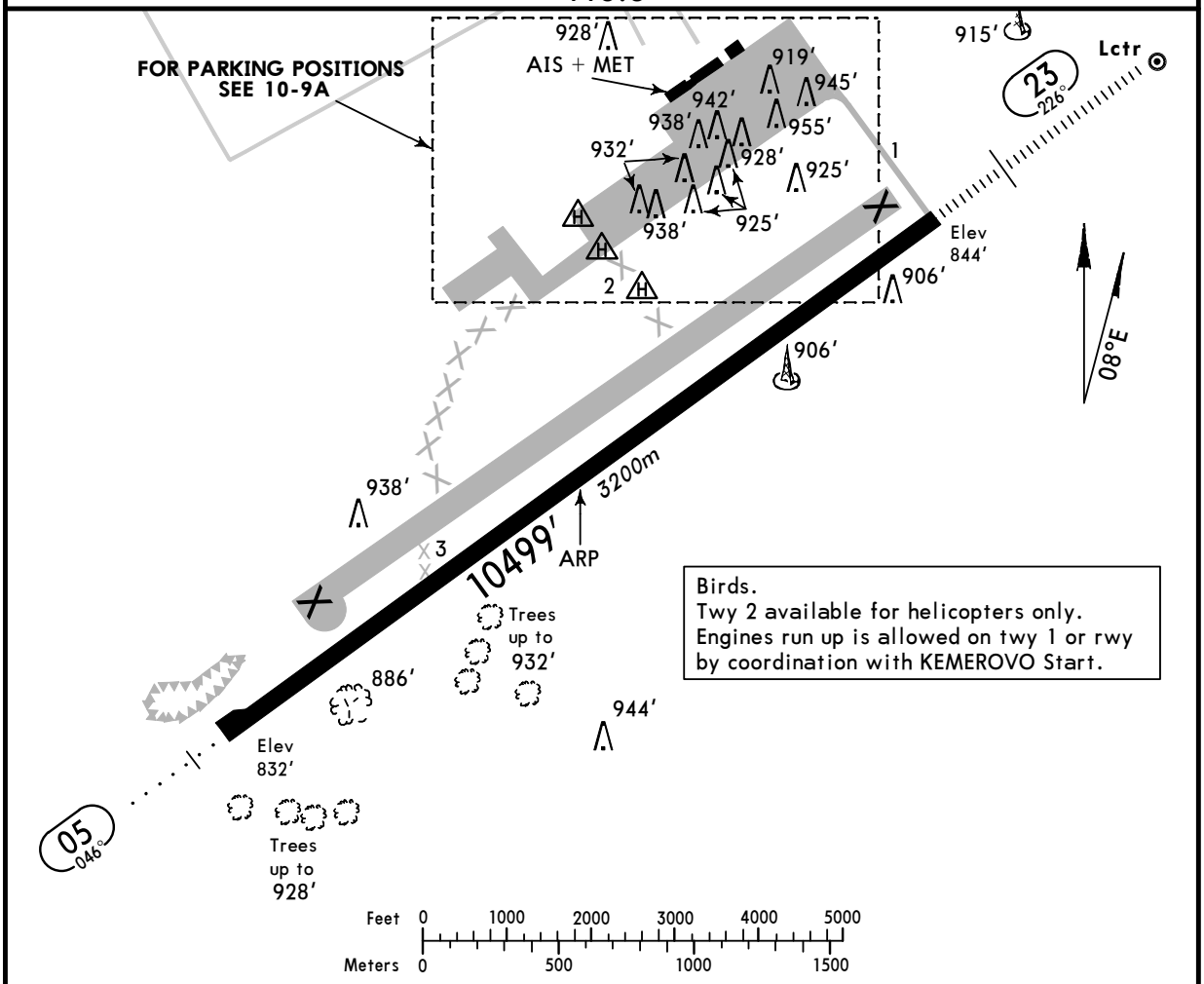
JEPPESEN
25 FEB 11 (10-9) **Eff 10 Mar**

KEMEROVO, RUSSIA

KEMEROVO

KEMEROVO Start (GND/TWR)

118.3



Birds.
Twy 2 available for helicopters only.
Engines run up is allowed on twy 1 or rwy by coordination with KEMEROVO Start.

ADDITIONAL RUNWAY INFORMATION

RWY						USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
05 ❶	HIRL *(60m)*	ALS	PAPI-L (angle 2.75°)	RVR				10171′ ❷ *3100m*	197′ *60m*
23	HIRL *(60m)*	HIALS	PAPI-L (angle 2.75°)	RVR			9223′ *2811m*		

❶ CAUTION: Wavy surface not exceeding admissible values located between 1640′/500m to 3937′/1200m from threshold rwy 23 towards threshold rwy 05. Acft buffeting is possible during landing run.

❷ First 328′/100m unusable for take-off.

TAKE-OFF

AIR CARRIER (JAA)
All Rwys

	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL
A	*250m*	*400m*
B		
C		
D	*300m*	

CHANGES: Helipads established. Usable lengths.

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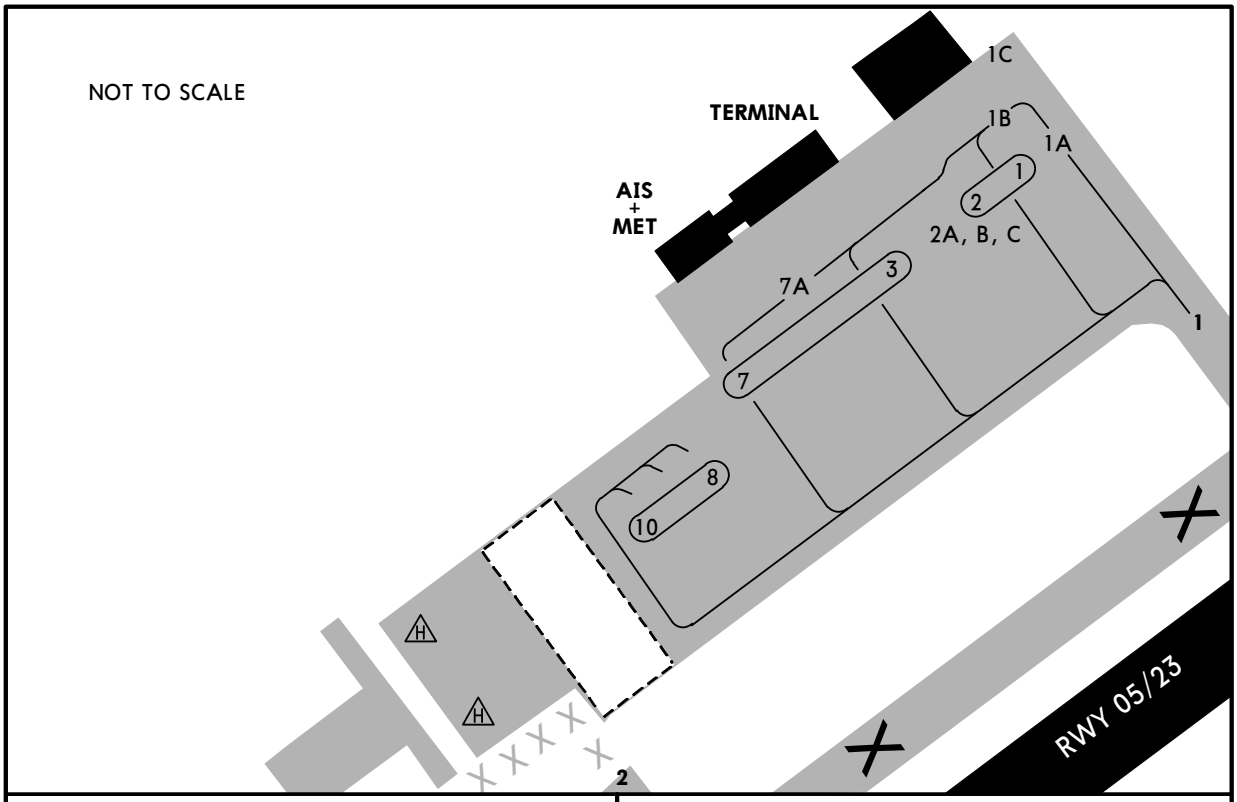

INS COORDINATES	
STAND No.	COORDINATES
1	N55 16.9 E086 07.3
2	N55 16.9 E086 07.2
3	N55 16.8 E086 07.2
4 thru 6	N55 16.8 E086 07.1

Stands 1 thru 10 available for helicopters.
Start-up, taxiing or towing shall be carried out by permission of controller.

CHANGES: Helipads established. Parking stands. Notes.

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STRAIGHT-IN RWY		A	B	C	D
05	NDB	**1680′**(848′)	**1680′**(848′)	**1680′**(848′)	**1680′**(848′)
		C3800m	**C3800m**	**C4000m**	**C4000m**
	ALS out	C4000m	C4000m	C4200m	C4200m
23	ILS	**1044′**(200′)	**1044′**(200′)	**1044′**(200′)	**1044′**(200′)
	FULL	**R550m**	**R550m**	**R550m**	**R550m**
	Limited	R750m	R750m	R750m	R750m
	ALS out	R1200m	R1200m	R1200m	R1200m
	LOC	NOT AUTH	NOT AUTH	NOT AUTH	NOT AUTH
	2 NDB or NC LOM ❶	**1200′**(356′)	**1200′**(356′)	**1200′**(356′)	**1200′**(356′)
		R1000m	**R1000m**	**R1200m**	**R1200m**
	ALS out	R1600m	R1600m	R1600m	R1600m
	N LMM	**1450′**(606′)	**1450′**(606′)	**1450′**(606′)	**1450′**(606′)
		C2300m	**C2300m**	**C2500m**	**C2500m**
	ALS out	C3000m	C3000m	C3200m	C3200m

❶ Continuous Descent Final Approach

TAKE-OFF RWY 05, 23

	LVP must be in Force RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	250m	400m	500m
D	300m		

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UNEE/KEJ

JEPPESEN

3 OCT 08 10-9X

JAA MINIMUMS

KEMEROVO, RUSSIA

KEMEROVO

STRAIGHT-IN RWY		A	B	C	D
05	NDB	**1680′**(848′)	**1680′**(848′)	**1680′**(848′)	**1680′**(848′)
		R1500m	**R1500m**	**R2000m**	**R2000m**
23	ILS	**1044′**(200′)	**1044′**(200′)	**1044′**(200′)	**1044′**(200′)
		R550m	**R550m**	**R550m**	**R2000m**
	ALS out	R1000m	R1000m	R1000m	R1000m
	LOC	NOT AUTHORIZED			
	2 NDB or NC LOM	**1200′**(356′)	**1200′**(356′)	**1200′**(356′)	**1200′**(356′)
		R900m	**R1000m**	**R1000m**	**R1400m**
	ALS out	R1500m	R1500m	R1800m	R2000m
	N LMM	**1450′**(606′)	**1450′**(606′)	**1450′**(606′)	**1450′**(606′)
		R1000m	**R1200m**	**R1200m**	**R1600m**
	ALS out	R1500m	R1500m	R2000m	R2000m

TAKE-OFF RWY 05, 23

	LVP must be in Force		
	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)
A, B, C	*250m*	*400m*	*500m*
D	*300m*		

CHANGES: New page.

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UNEE/KEJ KEMEROVO

JEPPESEN
11 NOV 11 (11-1)
Eff 17 Nov

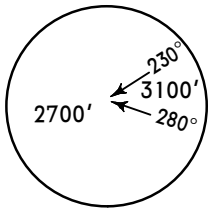
KEMEROVO, RUSSIA ILS or 2 NDB Rwy 23

BRIEFING STRIP ™

KEMEROVO Approach	KEMEROVO Start (TWR/GND)
125.5	118.3

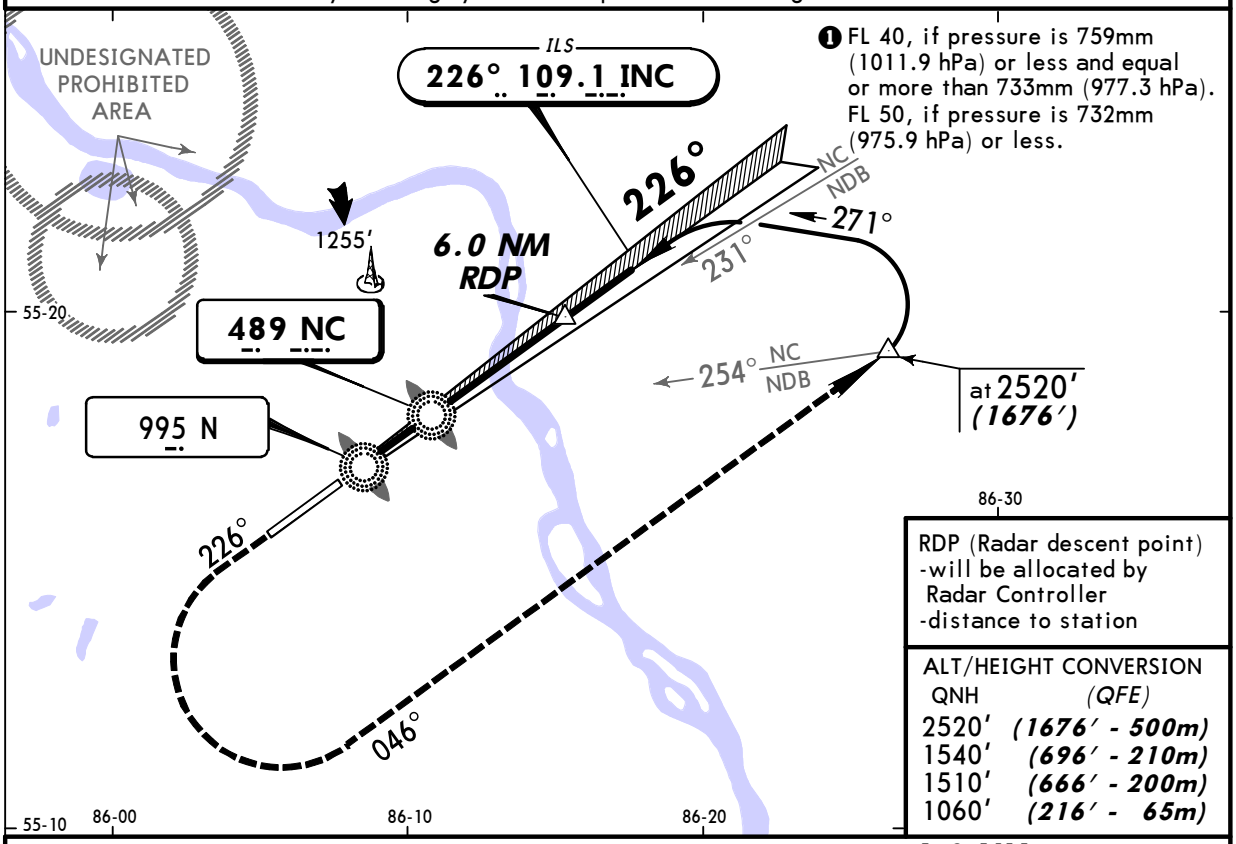
LOC INC **109.1**	Final Apch Crs **226°**	GS **LOM** 1533′ *(689′)*	ILS DA(H) 1044′ *(200′)*	Apt Elev 873′
NDB NC **489**		Minimum Alt **6.0 NM RDP** 2520′ *(1676′)*	NDB MDA(H) Refer to Minimums	RWY **844′**

MISSED APCH: Climb on 226° to 1510′ *(666′)*, then turn LEFT onto 046° climbing to 2520′ *(1676′)*, then according to chart.



MSA ARP

Alt Set: MM (hPa on req) QNH on req **(QFE)** Trans level: FL 30 ❶ Trans alt: 2520′ *(1676′)*
WARNING: Ground Proximity Warning System is subject to functioning.



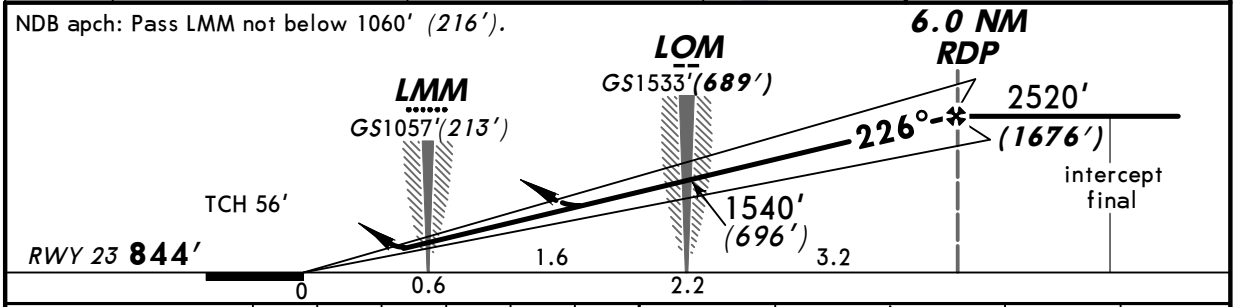
❶ FL 40, if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa). FL 50, if pressure is 732mm (975.9 hPa) or less.

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

ALT/HEIGHT CONVERSION

QNH	(QFE)
2520′	*(1676′ - 500m)*
1540′	*(696′ - 210m)*
1510′	*(666′ - 200m)*
1060′	*(216′ - 65m)*

NDB apch: Pass LMM not below 1060′ *(216′)*.



Gnd speed-Kts	70	90	100	120	140	160
ILS GS or NDB Desc angle 2.75°	346	444	494	593	691	790

HIALS PAPI — 1510′ *(666′)* on 226° — 046° LT — 2520′ *(1676′)*

STRAIGHT-IN LANDING RWY **23**

	ILS DA(H) 1044′ *(200′)* FULL	ILS DA(H) 1044′ *(200′)* ALS out	LOC (GS out)	2 NDB or NC LOM MDA(H) 1200′ *(356′)*	2 NDB or NC LOM MDA(H) 1200′ *(356′)* ALS out	N LMM MDA(H) 1450′ *(606′)*	N LMM MDA(H) 1450′ *(606′)* ALS out
A	RVR *720m* VIS *800m*	*1200m*	NOT AUTH	*1200m*	RVR *1500m* VIS *1600m*	*3200m*	
B							
C							
D				RVR *1500m* VIS *1600m*	RVR *1800m* VIS *2000m*		

PANS OPS

CHANGES: Trans level. FAF.

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UNEE/KEJ KEMEROVO

JEPPESEN 11 NOV 11 (16-1) Eff 17 Nov

KEMEROVO, RUSSIA NDB Rwy 05

BRIEFING STRIP ™

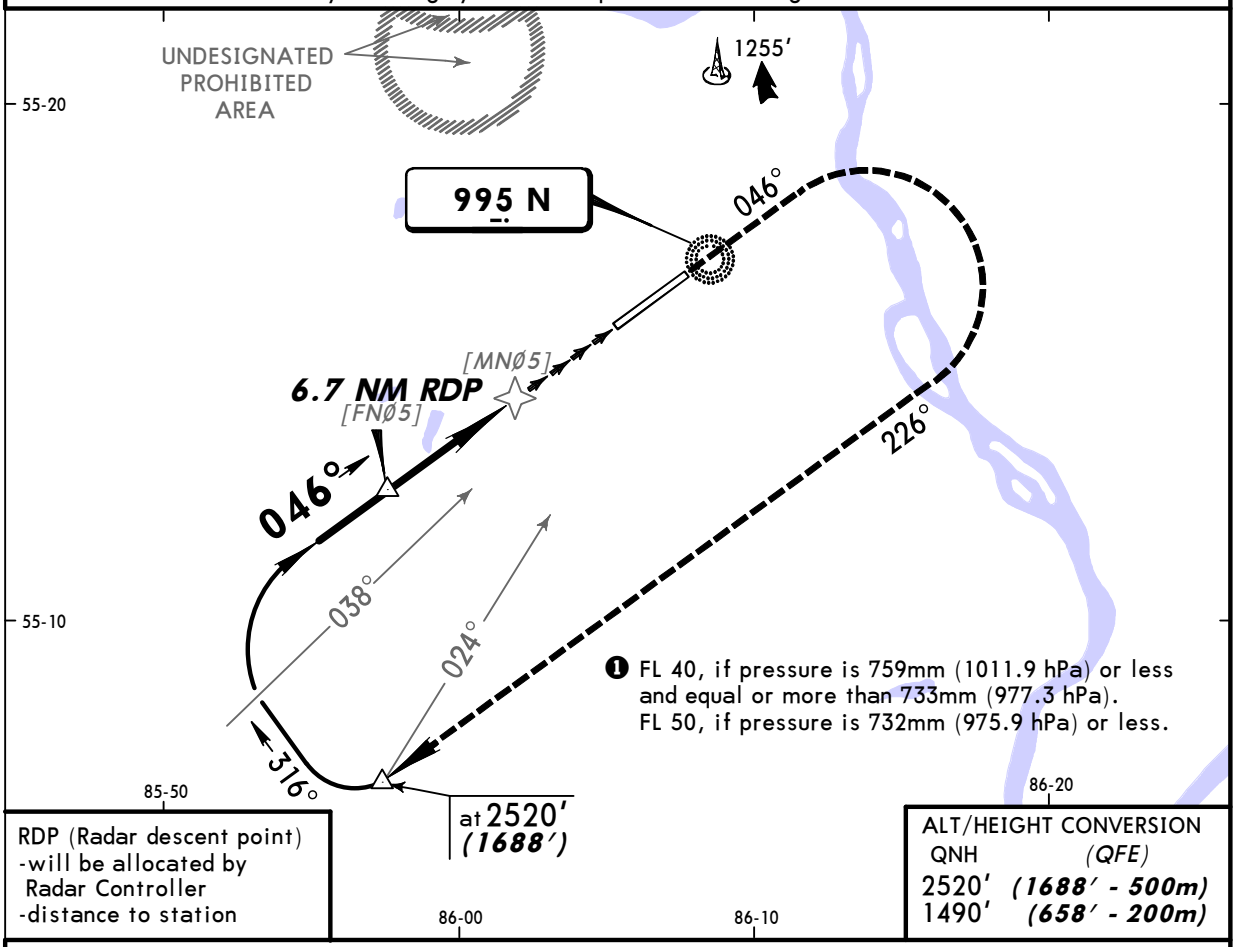
KEMEROVO Approach	KEMEROVO Start (TWR/GND)
125.5	118.3

Lctr	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 873′
N 995	046°	6.7 NM RDP 2520′(1688′)	1680′(848′)	RWY 832′

MISSED APCH: Climb on 046° to 1490′(658′), then turn RIGHT onto 226° climbing to 2520′(1688′), then according to chart.

MSA ARP: 2700′ (230°, 280°, 3100′)

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL 30 ❶ Trans alt: 2520′(1688′)
WARNING: Ground Proximity Warning System is subject to functioning.

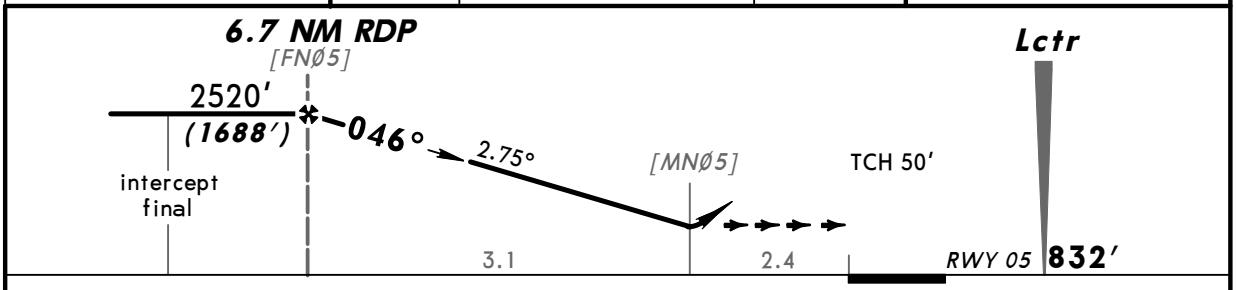


❶ FL 40, if pressure is 759mm (1011.9 hPa) or less and equal or more than 733mm (977.3 hPa).
FL 50, if pressure is 732mm (975.9 hPa) or less.

RDP (Radar descent point)
-will be allocated by Radar Controller
-distance to station

ALT/HEIGHT CONVERSION

QNH	(QFE)
2520′	(1688′ - 500m)
1490′	(658′ - 200m)



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	2.75°	340	438	486	584	681	778

ALS PAPI

1490′ (658′) on 046°

226° RT

2520′ (1688′)

STRAIGHT-IN LANDING RWY 05

MDA(H) 1680′(848′)

ALS out

PANS OPS

A	3200m
B	
C	4000m
D	4400m

CHANGES: Trans level. FAF. Descent angle.

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